

# ENVIRONMENTAL NEWS



Newsletter of the N.H. Department of Environmental Services

September/October 2005

## Governor's Message

Last month, I issued Executive Order 2005-04 calling upon all state agencies to reduce electricity use by 10 percent. The State is the largest energy user in New Hampshire and we must lead by example through implementation of a number of energy saving measures. As Governor, I am concerned with the amount of energy we use to power our buildings and fuel our vehicles. Energy consumption and conservation can



Governor Lynch

have significant impacts on our economy, our environment, and our national security. This summer we are seeing new records for peak electricity use in New England

and gasoline prices are at historic highs. State government must act aggressively to reduce our electricity use and improve the energy efficiency of our state vehicles.

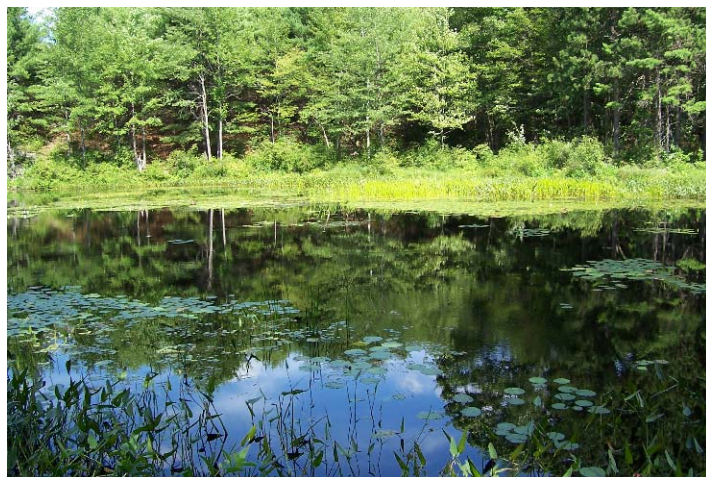
Over the last year, an Energy Efficiency Steering Committee, comprised of representatives from the departments of Environmental Services, Administrative Services, Transportation, Safety and the Office of Energy and Planning, developed a series of money-saving recommendations, which have been incorporated into my Executive Order on Energy Efficiency. These affect construction of

Governor's Message  
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## DES rules to be reorganized

by Gretchen Hamel,  
Administrator, DES  
Legal Unit

Earlier this year, DES was notified that the subtitle designations for its rules do not comply with the system for rule numbering established by the Office of Legislative Services, Division of Administrative Rules (OLS). (The subtitle designation is the alphabetical prefix for the rules, such as Env-A, Env-Ws, etc.). Specifically, DES currently has some subtitles that designate programs, such as Wt for Wetlands rules, and some subtitles that designate organizational struc-



*Wetlands rules will be redesignated as Env-Wt but otherwise will not change under the proposal. Stumpfield Marsh in Hopkinton.*

ture, such as Env-Wm for rules implemented by the DES Waste Management Division. OLS requirements allow for subtitles that designate either programs or organizational structure, but not both.

*Rules, continued on page 2*

## Commissioner's Column

The environmental challenges of today can often require unorthodox or "outside-the-box" solutions. I was pleased to have recently attended the groundbreaking ceremony on the Colebrook Municipal Landfill closure and environmental restoration project, which is an example of just such a solution. The unlined Colebrook landfill is the source of an ongoing hazardous waste release to groundwater, which threatens to contaminate Lime Pond, an ecologically significant and unique North Country feature. The Town of

Colebrook, however, was financially unable to cap the unlined landfill, which was necessary by state law, let alone address the plume of contamination. The solution became a unique public/private partnership whereby DES will allow New England Waste Services (NEWS), a Cassella-affiliated waste disposal company, to finance and perform the final closure and remediation of the landfill site, a project currently estimated at nearly \$5 million.

*Colebrook, continued on page 8*

## Rules

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DES is working with OLS to redesignate its rules so that all of the subtitles will reflect programs, and to reorganize those rules that will need new subtitles. Under the current proposal, the only change to rules in Env-A and Env-Wr will be that the subtitles will now denote programs rather than organizational structure (air-related programs and dam-related programs, respectively). Wetlands rules will be redesignated as Env-Wt, i.e., with the "Env" prefix, but otherwise will not change under the proposal.

The rules in subtitle Env-Wm are proposed to be split into three new subtitles: Env-Hw for hazardous waste

programs, Env-Sw for solid waste programs, and Env-Or for oil and remediation programs.

The rules in subtitle Env-Ws are proposed to be split into two new subtitles: Env-Dw for drinking water programs (mostly what is currently in Env-Ws 300) and Env-Wq for water quality and quantity programs (mostly what is currently in Env-Ws 400 et seq.). As part of the redesignation of the drinking water program rules, the numerical order of the rules will be changed so as to group related requirements and present a more logical sequence of rules. Some rules that will be redesignated into Env-Wq are being re-ordered as well, but most of the chapter numbers will remain the same.

For example, Env-Ws 415 relating to terrain alteration is proposed to become Env-Wq 1500, but Env-Ws 1000 relating to subdivisions and septic systems will simply become Env-Wq 1000.

The rules in Env-C that relate to specific programs, such as the wastewater and drinking water State Revolving Fund rules, will be moved to the new subtitles for those programs. The rules in Env-C that apply across programs, such as procedural rules, laboratory accreditation, and administrative fines, will remain in that subtitle.

Once OLS confers final approval for the redesignation, the process of implementing the proposal is expected to take two to three years. Some of the changes will be made editorially, while the remainder will be made during rulemaking proceedings to readopt the rules. DES will post a cross-reference chart on its web site to assist rule users to find the new designations for rules formerly in Env-Wm and Env-Ws and for those rules moved from Env-C.

Questions regarding the redesignation proposal or process should be directed to Gretchen Hamel at ghamel@des.state.nh.us. ■

## Governor's Message

*continued from page 1*

new buildings, purchasing of appliances and equipment, and fleet management. A key component of the recommendations is the implementation of an energy information system by Administrative Services to measure progress toward meeting the energy use reductions and to ensure that state government is held accountable for achieving our goals.

Under the Executive Order, every agency will implement a Clean Fleets Program to reduce energy waste and costs in the 4,000 vehicles in the state's fleet. All new passenger and light-duty vehicles purchased by the state must have a highway fuel economy rating of at least 27.5 miles per gallon (except for emergency and law enforcement). Light-duty trucks must have a rating of at least 20 miles per gallon. Vehicles must also be appropriate for their intended use with an eye towards reducing the purchase of larger, less fuel-efficient vehicles. State agencies should also consider other strategies to reduce fuel costs, including anti-idling policies, carpooling, teleconferencing and improved preventative maintenance.

The Executive Order requires that state agencies ensure that new buildings are designed to exceed the state energy code by 20 percent. We must include operational costs in building design to ensure that the total cost of the building is the most efficient use of taxpayers' money. In addition, state agencies will be required to implement an Energy Star label purchasing policy for all new air conditioners, refrigerators, computers and other equipment.

Finally, I have established an "Excellence in Energy Efficiency Award" to be given next July to the agency or department that makes the most progress towards this goal. I hope that you will help us think of ways to reduce our energy use and meet the 10 percent challenge. It is the role of state government to lead by example and demonstrate to citizens, businesses and governmental jurisdictions that we are committed to reaching the goals set forth in the Executive Order on Energy Efficiency. I thank you for joining in this effort to protect public health and the environment, reduce the costs of state government, and enhance our quality of life.

John Lynch, Governor

## ENVIRONMENTAL NEWS

*Environmental News* is published six times a year by the N.H. Department of Environmental Services.

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## DES adopts new portable gas can rules

**D**ES recently adopted rules (Env-A 4000) that require the sale of new portable fuel containers and spouts that reduce gasoline spillage and minimize the release of smog-forming volatile organic compounds (VOCs).

In the past, gasoline containers made of plastic or metal were designed to accommodate quick and easy refueling and storage of gasoline. Unfortunately, gasoline fumes escape from these cans into the air when fuel is being dispensed. Vapors also escape through secondary vent holes in the cans or inadequately capped spouts, and can even permeate through the plastic walls of the container. Sometimes gasoline is spilled onto equipment or on the ground during refueling. If a large enough spill occurs, chemicals contained in the gasoline, such as benzene, toluene or MtBE, can contaminate drinking water wells or public water supplies.



New gas cans are now available that eliminate both the release of air pollutants and the potential for spillage during their use and storage. These containers have been designed with special features to meet air quality standards adopted by many Mid-Atlantic and Northeast states, including New Hampshire. According to the state's new rules, beginning March 1, 2007, retailers will be required to only sell those containers that comply with the new air quality standards.

The new cans may be identified by the phrase "Spill-Proof System" or "Spill-Proof Spout" on the label. Special features include: automatic shut-off devices that stop the flow of fuel before the tank can overflow, and that close and seal when removed from the fuel tank; single openings for both filling and pouring, eliminating secondary vent holes; and less permeable materials that limit the amount of vapors that can escape.

For more information on gasoline containers and the new rules, contact Mike Fitzgerald, DES Air Resources Division, at 800-498-6868, (603) 271-6390 or [mfitzgerald@des.state.nh.us](mailto:mfitzgerald@des.state.nh.us). ■

## Statewide MtBE risk study data collected

**W**ESTON Solutions, Inc. has completed data collection and initial statistical analysis for the Statewide Risk Study of MtBE. The study examines potential sources of MtBE contamination in public water supplies by conducting a statistical analysis of over 50,000 data points provided by various DES databases in order to evaluate the strength of correlations between public water supply contamination and factors such as the distance to underground storage tank locations and contaminated sites. The detailed statistical analysis was not available at press time, however, initial findings include: 1) no public water supply in New Hampshire is farther than four miles from an underground storage tank, most are much closer; 2) public water supplies in Hillsborough, Merrimack, Rockingham and Strafford Counties – the four counties in the state that are required to use reformulated gasoline – are much more likely to have MtBE detections than those in non-RFG counties; and 3) proximity to known contamination sites is a strong predictor of MtBE contamination detections. The final statistical analysis will examine many more factors and will allow DES to evaluate and act on the key threats to public water supply wells. ■

### Did you know ...?

... that by composting leaf and yard waste, gardeners create a useful soil amendment to be used in gardens, as mulch or as a top dressing on lawns? And, it's beneficial to the environment. Composting reduces the amount of waste that makes its way to landfills and incinerators. This fall, start your own compost—it's easy and inexpensive. For more information, please go to [www.des.nh.gov/swtas/pdf/compostFlier.pdf](http://www.des.nh.gov/swtas/pdf/compostFlier.pdf).

## NEW HAMPSHIRE POLLUTION PREVENTION CONFERENCE

OCTOBER 27, 2005

The New England Center  
University of New Hampshire  
Durham, NH

Presentation of the Governor's Awards for  
Pollution Prevention. Sponsored by DES and  
UNH. For information, contact (603) 862-4234  
[www.learn.unh.edu/pollution](http://www.learn.unh.edu/pollution).

# Variable milfoil is the focus of intensified scrutiny

By Amy P. Smagula, DES Exotic Species Program Coordinator

In fall 2004, New Hampshire was the recipient of nearly \$1 million of federal appropriations that were earmarked for research on variable milfoil (*Myriophyllum heterophyllum*).

Variable milfoil is the number one problem for lake residents, visitors, and aquatic plant managers in New Hampshire. Spreading at an historic rate of one to three new waterbodies each year, the plant is on the move and taking over lakes at an alarming rate. Current management strategies are short-lived, and lake residents are becoming increasingly frustrated with the problem.

Though DES recognizes that complete eradication of this plant is not possible, we do want to learn more about the plant, the habitats it invades, and possible control measures to provide longer-term control than we currently see. As a result, DES sent out a request for conceptual proposals to research entities in New Hampshire and surrounding states for work related to controlling variable milfoil.

A total of 13 conceptual proposals were submitted to DES in spring 2004. A team of five reviewers narrowed the field of applicants to eight after the first round of reviews. These top



Milfoil in Elm Brook.

eight candidates were then brought in to DES to give presentations on their research, and to field questions by the review committee. Following the presentations, the re-

view committee selected the top six projects for funding. The following table summarizes the research projects.

Research will concentrate on two key areas: risk assessment and management/control. Three of the six projects will focus on examining various aspects of water quality data and sediments to determine commonalities between environmental and spatial data as they pertain to variable milfoil populations in New Hampshire and beyond. Some genetics work will also be involved in identifying milfoil species.

With this information, DES hopes to be able to better predict the characteristics of lakes, ponds, and rivers that can support variable milfoil growth based on the results of the studies. In waterbodies with the key characteristics, efforts at prevention and early detection of variable milfoil will be increased.

The remaining three projects will focus on various as-

Project Title	Lead Researchers	Anticipated Cost/Status
Evaluation of Seven Aquatic Herbicides for the Selective Control of Variable Milfoil	Dr. Kurt Getsinger and Dr. Mike Netherland, US ACOE, Waterways Experimental Station	\$200,000 Approved
Using Dispersal and Environmental Variables to Predict Milfoil Occurrence and Susceptibility to Invasion by Non-Native Milfoil in New Hampshire Lakes	Dr. Ryan Thum, Cornell U. and Dr. Jay Lennon, Brown U.	\$50,000 In review
The Effects of Water and Sediment Chemistry, Sediment Physical Properties, Number and Size of Contiguous Wetlands, and Watershed Geology in Variable Milfoil Abundance or Presence/Absence	Dr. Ken Wagner and Wendy Corbin, ENSR International	\$89,566 Approved
Variable Milfoil Plant Replacement Project	Dr. Ken Wagner and Wendy Corbin, ENSR International	\$69,550 Approved
Suction Harvest Removal of Variable Milfoil from Lake Massasecum (Part of VMF Plant Replacement Project)	Chemfree Aquatics, Jeff Galven	\$55,000 Approved
An Exploration of the Use of Parasitic Nematodes for the Biological Control of Variable Milfoil	Jeff Schloss and Dr. Garrett Crow, UNH	\$225,000 Approved
Integration of Hydroacoustic and Water-Quality Related Assessments for Identifying Susceptible Areas for Variable Milfoil	Jeff Deacon, Richard Kiah and Jane Denny, USGS	\$110,000 In review

pects of control, including herbicide bioassays, biological control, and plant replacement techniques. The goal here is to find herbicides and biological controls that are most effective on stemming variable milfoil growth in waterbodies, while avoiding impacts to non-target species. It is hoped that if variable milfoil populations can be kept in check through the use of herbicides and biological controls (integrated pest management practices), native plants may have a better opportunity to grow and limit the growth of variable milfoil. ■

## NH Estuary Project: from DES to UNH

For the last 12 months, the New Hampshire Estuary Project has resided under the auspices of DES. However, with the recent passage of House Bill 148, the NHEP has been transferred to the oversight of the University of New Hampshire. The NHEP website is [www.nhep.unh.edu/](http://www.nhep.unh.edu/). ■

# A day in the life of an air inspector

by Eric Williams, Supervisor, Watershed Assistance Section

**D**ES visits facilities large and small to determine compliance with air pollution rules. Here is a glimpse at a typical small facility inspection, one of the ways in which DES works toward cleaner air every day.

Alan Moulton visits about 30 facilities a year, inspecting boilers, paint booths, and anything else that might result in bad air from industrial buildings, paper mills, power plants, hospitals, or government buildings. Moulton has been an air pollution control engineer with DES for the past 15 years. Some facilities he inspects are highly visible to a casual observer—like power plants with tall stacks—while others may not be as recognizable, even to the building's occupants, as pollution sources.

Such was the case recently when Moulton contacted Phil Bilodeau, Deputy Director of General Services for the City of Concord. Moulton had received a report from a recent multi-media inspection of the city's maintenance garage by the federal Environmental Protection Agency—an inspection focused primarily on waste management issues—that noted the presence of gas-fired boilers used to heat the facility, and a paint booth for repairing cars and



Alan Moulton, DES air compliance inspector, checks the specs on the main boiler at the Concord General Services garage.

trucks that might fall under federal and/or state requirements or limitations for air emissions.

"I'm one of three full-time compliance inspectors. There are a lot of facilities we haven't been to," says Moulton. DES does, however, try to inspect all permitted sources at least once every five years to ensure that those facilities are in compliance with all permit terms and conditions. As is common in large municipal construction projects, permitting for the city garage was left to the consultants engaged to develop the site. While many consultants are aware that boilers require Department of Labor permits to protect employees, some are unaware that the same boiler may need a permit from DES.

As Joe Andrews, the City's Property Supervisor, leads

the small party through corridors leading to the boiler, the orderliness of the place is evident. Even in the boiler room, there is no clutter, no storage boxes or odd implements lying around. Labels are in plain site and it is easy for Moulton to read the information on the main boiler with the aid of a small Maglite he pulls from his pocket. "3.7 million Btu per hour; that's below the permitting threshold," says Moulton. Boilers above 10 million Btu/hour require a permit. The permit threshold is based on the pounds of pollutants produced per gallon of burned fuel.

Next, Andrews leads Moulton through the paint booth, an enclosed garage-sized room where damaged vehicles are painted. One wall is lined with air filtration cartridges and the self-contained room is equipped with a ventilation system. "To the lay person, you think you've got it [pollutants] filtered," says Bilodeau.

Moulton explains that the air toxics rule covers approximately 800 regulated compounds and that the chemical constituents in the paint and the volume of paint used will determine whether emissions need to be controlled and a permit is required. While the filters will remove most of the particulates generated in the paint booth, they will not remove volatile organic compounds (VOCs). The city keeps a Material Safety Data Sheet (MSDS), which lists chemical constituents, for each product used in the workplace, including the auto shop paints. Andrews offers to compile the MSDS data and paint use statistics in the next few weeks.

The inspection tour proceeds to the maintenance garage, an enormous enclosed space with 60 overhead doors allowing vehicle access on either side. In the winter, the doors are constantly opening and closing, letting in cold air and increasing the heating requirements—even to maintain a temperature of 50 degrees. Moulton notes that the five suspended wing boilers used to heat the space are small enough not to require individual permits, but he asks Andrews to review his fuel usage records to determine the overall emissions for the facility.

The final piece of equipment Moulton inspects is the emergency generator. The Caterpillar boiler is not rated in terms of Btu/hour, but appears to fall under the approximate regulatory guidelines for requiring a permit of 200 horsepower for diesel and 1200 horsepower for gas. The boiler is rated at 220 horsepower, but runs on gas, so it does not require a permit.

Following the tour, Bilodeau leads the group back to his office to review the inspection results. In addition to the chemical and volume data for paint, Moulton asks the city to provide fuel use statistics for the emergency generator and for the boiler and five wing heaters used to heat the

Air Compliance, continued on page 8

## Fuel efficiency saves gas, money – the planet

**D**rivers can take positive steps toward protecting the environment and our nation's energy security by driving more fuel efficiently and purchasing a fuel efficient vehicle. With gas prices higher than ever and not expected to decline soon, saving gasoline means more money in your pocket. Plus, every gallon of gas burned puts 20 pounds of carbon dioxide into the air, adding to the greenhouse effect and climate change! Increasing your vehicle's fuel efficiency also helps to reduce our dependence on foreign oil and protect the U.S. economy. Over half of the petroleum used in the United States is imported, costing the U.S. over \$2 billion a week.

Here are a few tips to help you reduce the amount of gas you use and get the best gas mileage from your vehicle. Cost savings are based on a fuel price of \$2.20 per gallon.

*Keep tires properly inflated.* Under-inflated tires can lower gas mileage by 0.4 percent for every 1 psi drop in pressure of all four tires. Plus, properly inflated tires are safer and last longer.

- Fuel economy benefit: up to 3%
- Equivalent gasoline savings: up to \$0.07/gallon

*Check and replace air filters.* Your car's air filter keeps impurities from damaging the inside of your engine. Replacing a clogged air filter can improve your car's gas mileage by as much as 10 percent and it will protect your engine.

- Fuel economy benefit: up to 10%
- Equivalent gasoline savings: up to \$0.22/gallon

*Avoid idling.* Idling gets 0 miles per gallon. Don't start your car until you are ready to go and keep winter engine warm-ups brief (1 minute). If you expect to idle for more than 10 seconds, you will save gas by turning the engine off and restarting it again.

*Observe the speed limit.* Gas mileage decreases rapidly at speeds above 60 mph. Each 5 mph you drive over 60 mph is like paying an additional \$0.15 per gallon of gas. Observing the speed limit is safer, and it's also the law!

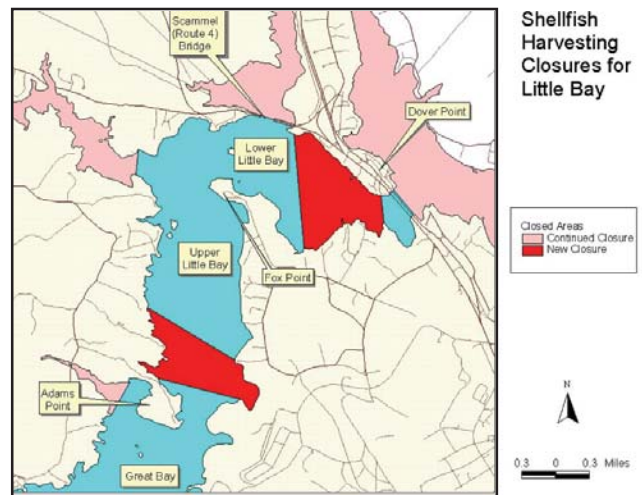
- Fuel economy benefit: 7%-23%
- Equivalent gasoline savings: \$0.15 to \$0.51/gallon

*Purchase a fuel efficient vehicle.* Selecting which vehicle to purchase is the most important fuel economy decision you will make. You can save \$300-\$550 in fuel costs each year by choosing the most efficient vehicle in a particular class. Some ultra efficient hybrid vehicles qualify for a federal tax credit.

There are many other things you can do to increase fuel efficiency. For more tips, visit [www.fueleconomy.gov](http://www.fueleconomy.gov). ■

## New shellfish harvesting area closures in Little Bay

This summer, DES completed a sanitary survey of Little Bay. As a result, there will be two new areas of Upper and Lower Little Bay permanently closed to shellfish harvesting, which will eliminate the need for "seasonal closures." For complete shellfish information, including reports, maps and open/closed status, please go to [www.des.nh.gov/wmb/shellfish/](http://www.des.nh.gov/wmb/shellfish/).



## Upcoming Events/Expos

### OCT 1 9th Annual Connecticut River Source to the Sea River Cleanup

Throughout the four-state watershed  
Sponsored by the Connecticut River Watershed Council.  
For information, call (413) 772-2020; [www.ctriver.org](http://www.ctriver.org).

### NOV 2 NH Drinking Water Expo

Workshops, trade show  
The Center of New Hampshire  
Manchester, NH  
8 a.m. to 4 p.m.  
Free of charge; CEUs available. Co-sponsored by DES, NH Water Works Assoc. For information, contact [sjdeldeo@juno.com](mailto:sjdeldeo@juno.com); (603) 415-3959.

### NOV 29 DES/BIA Consultants Day

The Center of New Hampshire  
Manchester, NH  
7 a.m. to 4 p.m.  
Sponsored by DES and BIA-NH. For registration, contact Nancy Rheinhardt at [nancyr@nhbia.org](mailto:nancyr@nhbia.org) or (603) 224-5388 (ext. 116). For conference information, contact Mark Ledgard at [mledgard@des.state.nh.us](mailto:mledgard@des.state.nh.us) or (603) 271-7376.



## What is the Clean Water SRF?

Ever heard of the Clean Water State Revolving Fund (SRF) for wastewater infrastructure? The SRF is a low interest loan program administered by DES to expand/construct publicly-owned treatment works, implement nonpoint source pollution control management programs and/or develop and implement estuary conservation and management plans. In New Hampshire this translates into funding for various wastewater improvement projects and landfill closure projects. The Clean Water SRF should not be confused with the Drinking Water SRF, which is a separate program that provides loans for municipal drinking water projects.

The federal government, which funds 80 percent of the program through the US Environmental Protection Agency (EPA), has provided SRF grants to New Hampshire in the amount of \$240 million for the period 1989 through 2005 and the state has contributed 20 percent matching funds. In addition, \$116 million in loan repayments results in a total loan fund of approximately \$404 million.



*Wastewater treatment facility in Franklin.*

The funds are loaned to communities at a low rate of interest for eligible projects. Currently, the rates range from 1.1525 percent to 3.688 percent depending on the term of the loan. When the funds are repaid over periods ranging from five to 20 years, the funds can be loaned again to another community. In this manner, the funds can continue to revolve through the program for an indefinite period. No matter how many times the funds are loaned out and paid back, the principal and interest do not leave New Hampshire nor do the original grants from the federal government for the program have to be paid back.

An important advantage of the SRF that is not generally recognized is the potential economic impact of the program. Think about it —

- EPA gives New Hampshire \$240 million; and, as the program continues, the state is expected to receive more money.
- Communities borrow the money, put it to work, and create jobs.
- The jobs pay to support the local economy by paying for rent, food, property taxes, etc.
- The community pays the fund back with low interest.
- The fund loans the money to another community and thus creates more jobs.
- The funds stay in New Hampshire.
- The interest *does not* go to banks to be paid to stockholders in dividends or to other bond-holders as return on investment.
- The money stays in the fund to be loaned again and again and again to create jobs, jobs and more jobs.
- EPA will grant New Hampshire more money, as long as Congress funds the program.

For more information about the Clean Water SRF, contact Gretchen Rich at (603) 271-3448. ■

## New fire tower visibility project

Summertime westerly flows of air to New Hampshire are often laden with sulfate particle pollution and humidity, a recipe for hazy skies. The Appalachian Mountain Club's (AMC) Research Department has been actively studying the effects of air pollution in the mountains of the Northeast for many years. Recently, AMC, DRED and DES teamed up to engage visitors at fire lookout towers to study the relationship



*Fire tower at Pack Monadnock.*

between visibility and air quality. The new Fire Tower Visibility Project builds on an existing AMC volunteer monitoring program

called Mountain Watch and its "visibility volunteers" (VisVols) component. An environmental education grant from EPA is helping to make this project possible.

It is estimated that 75,000 people visit at least one of the state's 16 fire towers each year. Through this new interactive program, participating visitors at the fire towers will learn about regional haze and how to gauge it, and then record their interpretation of the day's visual condition. Data recorded will later be collected by AMC staff and analyzed. The program is expected to be active between May and October when fire towers are staffed.

For more information on the Fire Tower Visibility Project and the Mountain Watch program, visit AMC's website at [www.outdoors.org/mountainwatch](http://www.outdoors.org/mountainwatch). ■

## Drawdowns, lake levels and more!

For a comprehensive listing of lake-related issues and topics, please visit DES's *new* webpage at [www.des.nh.gov/wmb/lakes](http://www.des.nh.gov/wmb/lakes). Here you will find links to the schedule for this fall's lake drawdowns, real-time information on state lake levels any time of year, information on exotic weeds, and much more.

## Colebrook

*continued from page 1*

Under the agreement, NEWS will be entitled to utilize the remaining disposal capacity on the approximately 11-acre landfill site for acceptance of municipal waste for which it will make cash payments to the town, owner of the landfill. The payments will be earmarked for environmental remediation work needed to manage the hazardous waste plume migrating through groundwater towards the pond, and also include community benefits for road and sewage treatment plant improvements. Through the agreement, DES permits NEWS to use the landfill and complete the work necessary to cap it without becoming liable for the existing waste and requires that NEWS post financial assurances to the State to complete the capping and remediation.

This practical agreement is a "win-win-win situation." Colebrook will be able to close its landfill without raising taxes; the private waste disposal industry and consumers will benefit from solid waste capacity benefit; and remediation of the environmental contamination will be addressed in a more prompt manner than other alternatives would have allowed. I want to thank the DES staff who dedicated many hours to this project, which I believe may serve as a model for similar projects across the state and nationwide. Michael P. Nolin, *Commissioner*

## Air Compliance

*continued from page 5*

garage, since, although the boilers are below the permit thresholds for engine output, Moulton must determine the amount of pollutants generated by the total volume of fuels burned at the garage. He notes that at an estimated total facility fuel usage of less than 50,000 gallons of propane per year, the boilers will probably not require a permit. Andrews and Bilodeau agree to compile the requested records and submit them to Moulton within 30 days.

While Moulton's job is to determine compliance with air pollution regulations, he spends a lot of time educating people about air pollution and the importance of paying attention to sources and controls.

Since compliance is the ultimate goal to ensure protection of public health and the environment, the compliance inspectors place a high priority on providing technical assistance to owners and operators of regulated facilities. ■

## OCT 14 Advancing the Choice

Gunstock Ski Area

Gilford, NH

8 a.m. to 4 p.m.

A conference on practical approaches for smart energy choices. Organized by DES, Granite State Clean Cities Coalition, WasteCap, US Department of Energy and NH Office of Energy and Planning. For information, call WasteCap at (603) 224-1517; [www.nhoif.org](http://www.nhoif.org).



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*This year, volunteers from DES and DHHS began an "Adopt-an-Area" program at 29 Hazen Drive. They have donated time, money and plants to help enliven the landscaping in front of the building. Everyone's contributions are greatly appreciated.*